## FINANCIAL AND COMMERCIAL.

PRIDAY, April 30-6 P. M. The speculation which is now prevailing in Wall street was characterized by another sharp upward turn to-day in the Vanderbiit stocks and, sympathetically, in the general list of railways. rom Albany announcing a report from the Senate Radiroad Committee in favor of the New York Cen-ral scrip and the consolidation bills led to pa ad-rance in Central to 178, the highest figure ever uched 158 in Hudson River and 152 in Harlem. multaneously reports were in circulation that the vived and that a grand corporation between New York and Buffaio, with a capital of one hundred ns, was to be formed from the union of the coads. One report had it that the Hariem was be omitted in this organization, but was to he wrunk of a through line to Montreal via Bengion, Rutland, Burlington and St. Albans. An-or report said that Mr. Vanderbilt contemplated lidation as far even as Chicago. Whatever et nature of the pian on foot is it is certain to ce the New York Central and Hudson River The story is no new one. Wall street has uilked" by it a dozen times already. But fire. The scrip dividend was talked about for tinuation of each other. Their consolidactition with the Erie would be more easy. The A scrip dividend of twenty per cent is spoken would make a total of sixty millions. of the Budson River Railroad is about en millions. A scrip dividend would increase thirty millions. The capital of Harlem is nillions. A similar dividend would increase te of one bundred millions. If Harlem is to be th of the Central road, the consolidation could to sixty-six millions of the other. It may s a mere outline and over which the stock amunity are wildly excited, originate brains of those who would speak for But there are certain speculators who blin fly re Mr. Vanderbilt leads, and he has invably proven a reliable friend. Of course, as this ev enough to pay dividends, it is questions his rejudiece of the public who would have to pay and the giant corporation threatens to become an se who will be compelled to use 118 freighting ich must stand or fall, according to the judgment he public who could give or withhold patronage. The laws of business and force of competition would compel a of grievances should the scheme be d with any. Conversely to the advance in Central there was a further "break" in Erie, which close had sold down to 28%. This was one of he few exceptions to the buoyancy of the market. ul rose to 79% for the common and 87% for the referred. Fort Wayne held its own at the sudden dvance of last night. Rock Island was heavy and wer. The Express stocks were dull and neglected. arp decline under the pressure of sales to realize prevailing high prices, but recovered later in the noon, but not to the best figures of the day.

ney market was without any new feature, nd rates on call were still quoted at six to sever per cent. Foreign exchange was dull but firm on the basis of 109% for prime bankers' sixty day ster

ent treasure and the payment to-morrow of about twenty-five millions for the May coupons, had an upward tendency. Indeed, checks for an amount ously estimated at from five to ten millions were sued to-day. Of the whole amount of interest not see than fifteen millions is payable at New York. to do with the advance, which was to a point one The range of price is shown as follows:-

M 134½ 2 P. M 1344 A. M 134 2:30 P. M 1344 M 1345 3 P. M 1344 A. M 134½ 3 P. M 1344 A. M 134½ 4 P. M 1344 134½ 4 P. M 1344

Cash gold was heavy in the early morning and six er cent was paid for carrying. Toward Clearing se time, however, loans were made "flat." The range in the afternoon was from three per cent for arrying to flat. The report of the Gold Exchange is as follows:—
cicared. \$78,179,000
balances 2,137,950
ncy balances 2,883,228

The falling off in the specie reserve of the Bank of England seems to have been followed by a lower quotation for consols and for our government securities in London, which latter declined to 80%. Private despatches say to 79%. Doubtless are rise in gold yesterday and to-day has also been influential in effecting this decline. All these causes resulted in a yielding in the home government market, the 67's showing particular weakness and selling as low as 1164. The following were the ing street prices this evening:-United States mxes, 1881, registered, 118 a 118½; do., coupon, 118¾ a 118½; do., five-twenties, registered, 113¼ a 113½; do. do., coupon, 1862, 121¼ a 221½; do. do., coupon, 1864, 117½ a 117½; do. de., coupon, 1865, 119¼ a 119¾; do. do., coupon, new 1865, 116% a 116%; do. do., coupon, 1867, 116% a 116%; do. do., coupon, 1868, 116% a 116%; do., ten-forties, registered, 107 a 107%; do. do., coupon, 107% a 108%; currency bonds, 106 a 106%. In Southern securities the features were the Ala-

bama eights, which advanced to 103, and Louisiana levee eights, which touched 90. The old Louisiana bonds were in good demand on foreign account. The North Carolinas were better and Tennessees steady. Prices cicsed:—Tennessees, ex coupon, 60 a 60%; do., new, 67% a 6%; Virginias, ex coupon, 58% a 59; do., new, 62% a 63%; Georgia sixes, 81% a 83; do. sevens, 96 a 96%; do. do., interest payable in Georgia, 94 a 96; North Carolinas, ex coupon 61% a 61%; do., new, 55% a 55%; Missouri sixes, 88% a 88%; do., Hannibal and St. Joseph, 89 a 96; isiana sixes, 74% a 75; do., levee do., 72% a 73; do. do., eights, 90 a 90 1/2; Alabama eights, 103 a 104;

The following were the closing quotations of the last regular board:—Canton, 62% asked; Cumber-land, 30 a 33; Western Union, 43% a 43%; Quickaliver, 20% a 21; Mariposa, 19 a 21 14; do. preferred, 43 14 bid: Pacific Mail, 931/4 a 931/4; New York Central, 177 \$ 177%; Hudson River, 157% a 158; Reading, 98% a 96%; Michigan Central, 129 asked; Michigan Southern, 103% a 103%; Illinois Central, 144 bid; Pittsburg, 93 a 98%; Northwestern, 86% a 87; Rock Island, 139 asked; St. Paul, 78 a 78%; do. preferred, 87 a 87 1/4: Wabash, 73 a 7334; Ohio and Mississippi,

The following were the closing prices on the call at the last open board:—Cumberland, 30 bid; Adams Express, 61% a 62% Merchants' Union, 15% bid; Quicksilver, 20% a 21%; Pacific Mall, 93% a 93%; Western Union Telegraph, 43 a 43%; New York Cantral, 176% a 17676; Mariposa, 19½ bid; do. preferred, 43% a 44%; Hudson River, 157 a 157%; Harlem, 151%; Reading, 96% a 96%; Chicago and Alton, 160 a 161; Alton and Terre Haute, 39 a 40%; do. preferred, 68% a 69%; Toledo and Wabash, 73% a 73); Columbus, Chicago and Indiana Central, 48% a 48%; Milwaukee and St. Paul, 78 a 78%; do. preferred, 87 a 87%; Ohio and Musissippi, 33%; Fort Wayne, 140% a 140%; Michigan Southern, 103% a a 10334; Illinois Central, 144 a 14534; Cleveland an Pittsburg, 93; Lake Shore, 102% a 103; Rock Island, 137% & 137%; Northwestern, 86% a 86%; do. preferred, 98% a 98%.

The receipts for customs and the receipts, payments and balances at the Sub-Treasury in this city for the expired portion of the week have been as

Custom House.

April 20. \$286,576

April 27. \$276,621

April 29. \$24,569

April 29. \$24,569

April 29. \$24,569

April 29. \$31,735

April 29. \$24,459

April 29. \$324,459

April 20. \$372,000

\$300,441

\$2,438,713

\$8,254,775

week ending April 20 comp ALES AT THE NEW YORK STOCK EXCHANGE. Friday, April 30-10:15 A. M. Friday, April 30—10:15 A. M.

| 10000 US 5-3, r, 64, c. 1183, \$1000 Chic & Alt 1st. 1013/
| 10000 US 5-3, r, 64, c. 1173, \$200 Chic & Mar, ha. 26c 97.
| 10000 US 5-3, r, 64, c. 1173, \$200 Chic & Mar, ha. 26c 97.
| 10000 US 5-3, r, 64, c. 1173, \$20 abs Ocean Bank 1053/
| 20000 US 5-3, r, 64, c. 1174, \$20 abs Ocean Bank 1053/
| 20000 US 5-3, r, 64, c. 1164, \$10 Centinenta Bank. 1101/
| 20000 US 5-3, r, 64, r, 61, r, 61, r, 7, r, 7 2000 Georgia 7's... 2000 N C 6's. 10000 N C ar 6's, new... 20000 do 17000 Miss 200 do. 150 sept. 150 sept. 150 do. 150 sept. 150 sept. 150 do. 150 sept. 15 Quarter-past Twelve o'Clock P. M. Quirfer-past Twelve o'Clock F. M.

\$1500 US 5-20, re, '62. 113/2 \$1400 US 5-20, c, '65, n. 116

\$0000 do. 115\4 5000 US 5-20, c, '67. c. 116

\$2000 do. 15\4 5000 US 5-20, c, '67. c. 116

\$2000 do. 121\4 5000 US 5-20, c, '68. 116

\$2000 do. 121\4 5000 US 5-20, c, '88. 116

\$2000 do. 117\4 5000 US 5-2, c, '88. 116

\$2000 do. 117\4 5000 US 5-2, c, '88. 116

\$2000 do. 53 119\4 5000 US 5-2, 10\41, c. 108

\$2000 do. 53 119\4 5000 US 5-2, 10\41, c. 108

\$2000 do. 53 119\4 5000 US 5-2, 10\41, c. 108 STREET QUOTATIONS. Half-past Five o'Clock P. M. Receipts and Disbursements at the Office of the United States Assistant Treasurer at New York for the Month of April, 1869.

Transfers
Patent fees
Miscellaneous. 32,771,147 ayments:Treasury drafts \$23,121,439
Post Office grafts 885,868
Disbursing accounts 7,922,781
Assay Office 126,270
In coin 4,655,469 36,711,819 \$83,754,775 

Statement of Business at the United States Assay Office at New York for the Month Ending April 30, 1869.

eposits of gold:

Foreign coin

Foreign bullion

United States bullion

586,000 \$42,000 \$597,000 135,000 Total. \$732,000
Gold bars stamped. \$766,417
Transmitted to United States Mint, Philadelphia for coinage. \$382,509

## COMMERCIAL REPORT.

FRIDAY, April 80-6 P. M. FRIDAY, April 30-6 P. M.
BUILDING MATERIALA.—The market for most articles
coming under this heading was quiet, but prices were quite
steady. Eastern spruce was in fair request, and, with a
light stock, prices were steady at \$21 a \$25 for common to
choice schedules; sales 460,000 feet. Laths were steady jut
\$3, with moderate sales at that price. Rosendale cement was
selling freely at \$2 per bbl., while lime was unchanged,
being in moderate demand and steady at \$1 25 for common
and \$2 for lump.

ingin socia, prices were stated; at 312 for common to choice schedules; sales 60,000 feet. Laths were steady jat \$3, with moderate sales at that price. Rosendale cement was selling freely at \$2 per bil., while line was unchanged, being in moderate domand and steady at \$1 25 for common Barswax was in light demand, and prices were heavy at \$5c. a \$7c. No sales of consequence.

COTTON.—There was a fair degree of activity in the market, the demand being inleft for spinning, and prices were more steady, particularly for the low grades. The sales were \$1.50c basis, including Life for spinning, 125 for expr., 341 on the heart of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales. We append the current quotations:—we heard of no sales and sales at \$25 to \$

| Common leaf |

A small lot State was sold at 31 35. Beth barley and barley

was dull and nominal at 10c. a 103c.; do., and a 10c., do., in bond. a 10c., do. in bond. but the demand was without improvement, and the slight. Prices were heavy, though not quotably in gat from Sc. a 18c. for inferior to choice grades.

B. Ayres & R. Grande. California.

30c. a 20-5c. a 30c. a 30c.

30c. a 30-5c. a 30c.

30c. a 30-5c. a 30c.

30c. a 30-5c. 25c. a 30c.

4 amaged. 25c. a 26-5c. 25c. a 26-5c.

amaged. 21k kinds. 20c. a 23c.; rough

middle and heavy, 25c. a 28c.

Oct. Cuba centrifugal and mixed ......

has been thoroughly overhauled, and a large love workmen is now engaged in putting it together. She is being scraped and painted and the interior wood work is being repaired. It is expected that she will be ready for sea in about three weeks.

Next in order is the Miantonomoh, a splendid specimen of the monitor style of iron-clad. This vessel has two turrets, carrying four 15-inch guns. She has never been in action, but she has won something of a reputation as a fast steamer and an excellent seagoing vessel. The Miantonomoh, it will be remembered, carried Assistant Secretary G. V. Fox to St. Petersburg, and astonished the Russians with the wonderful improvement in naval architecture produced by the experience gained in this country during the great rebellion. She is being entirely resitted. The machinery is to be put in good running order, alterations are to be made in good running order, alterations are to be made

Both of the dry docks here are unavailable, one being occupied by the sloop Brookiyn and the other being too small for the Maintonomoh. When ready for sea she will be commanded by Captain E. R. Caihoun. The third iron-clad being repaired is the Dictator, the longest monitor in the navy, with the exception of the Puritan, now being built at League island. She is 31s feet between perpendiculars, 50 feet beam and 31 feet deep in the hold. She carries two 15-inch Dahlgren guns. The Dictator has never been tried under fire. She was finished near the close of the war and was stationed for a few months at Fortress Monroe. The appearance of all these monitors is much the same—long, low hull, lower amidships than at the bow and stern, decks slightly convex and plated with iron, notaling showing above the deck but the turrets, pilot houses, smokestacks and ventilators. The machinery, however, is different in each vessel, both that for propelling and that for revolving the turret. Each of the engines appears to be built on a different plan from the others, the principle only being the same—that of Eriesson's original monitor engine. These are all the tron-clads that are being fitted out here, at least these are all for which orders have yet been received. There are a number of others at League Island, some of which are expected to be ordered up for repairs when those now at the yard are completed.

The Juniata, steam sloop, is also being fitted out for service, and the work is being hurried as much as possible, as she is under orders for the North Atlantic squadron. When her duty in the West Indies is ended it is thought she will be sent to China. The Juniata is 205 feet long, 35 feet beam and 16 feet in the hold. She will carry six 9-inch Dahigren guns, one 11-inch pivot, one 60-pounder Parrott rifle and two boat howitzers. She served in the North Atlantic squadron during the war and participated in the engagement at Fort Fisher, but since the latter part of 1867 such has been lying here. The machinery for the Juniata is 21c. a 22c.

21c.

21c. a 22c.

21c.

21

Rick.—Carolina was quiet and drm at \$500. 3 256. for common to prime. There were small sales within the range of these prices.

SERIES.—Linseed continued in demand and firm, and sales were made of 5,000 bags en Seakate at \$2 20, gold, duty paid. In Boston we heard of no further sales. Creas were quiet, but unchanged in value, clover heing quoted 14500 at 160, timothy \$4 a \$4 50, and rough Bax \$60 0 a \$2 10, without sales of consequence.

SKINS.—For both goat and deer the market was quiet, there being scarcely any demand, but prices were without saleration. We quote:—Goat—Tampico, \$60. a \$50. km at 160. at 1 Vera Cruz, 15c. a 50c.; Chagres, 5c. a 50c.; Porto Cabello, 3c. a 46c.; Para, 45c., gold; Southern and Teras, 25c. a 38c., currency.

SugaR.—There was a fair demand for raw, prices for which were steady and firm at yesterday's quotations. The sales were to a fair strent, being 50c hich., part at 11gc. a 13c. for Cuba, and 11gc. a 15c. for Porto Rico and English Islands. By auction, 10 borse Havana at 18gc. a 13c. Refined was rather more active and more steady in value, the market closing at 15gc. for hard, 14gc. a 14gc. Refined was rather more active and more steady in value, the market closing at 15gc. for hard, 14gc. a 14gc. Refined was rather more active and more steady in value, the market closing at 15gc. a quote -Cuba-Inferior to common refining, 19gc. a 18gc.; fair for fair refining, 11gc. a 12gc.; the common refining, 19gc. a 18gc.; fair of the refining, 11gc. a 12gc.; the strength of the

Tallow was in active demand for export at about former prices. The sales were fully 150,000 lbs., almost all at 113/c. for prime. The sales were fully 150,000 lbs., almost all at 113/c. for prime were generally steady. Straits were quoted at 10 met. The sales were good of sale, the demand being 15th, but prices were generally steady. Straits were quoted at 150 met. The sales were 8 loos of the latter at 313/c. a 13/c. a 13/c.

Work - Common and medium, 15c. a 25c.. do., and good and nos. 39c. a 50c., do. MONTHLY STATEMENT OF THE NEW YORK AND BROOK-LYN TOBACCO INSPECTION WARRHOUSES. 70 14,167 4 3,015 66 11,152

6,540

NAVAL INTELLIGENCE.

Operations at the Philadelphia Navy Yard-Iron-Clads Getting Ready for Service-The Working Force Largely Increased-Recon-

The navy yard in this city has also been invigo-rated by a budget of orders from the department at

Washington. But a few weeks ago the business of

the yard dragged sluggishly along. The force of operatives had been gradually diminishing, the din and clatter of the workshops slowly waned until

"speck of war" that was raised by the foolhardy

Spanish authorities in Cuba new life was infused

into this almost deserted yard. Several hundred

sels ordered to be refitted were brought up from the

visited by your correspondent, as they naturally seem to be first in importance whenever the neces-

knocks at Fort Fisher. She bears a multitude of honorable wounds, nearly all of which are

ISKEY, though quiet, was steady, at 92c. a 93c., tax paid.

loud strick of the planing machines and the rattle of machinery betoken the great activity that prevails and makes cheerful music to the ears of the mechanic, wao has reason to rejoice over the brightening prospect that is opening before him.

Very few changes have been made among the officers at this post. The following named officers are now on duty here:—Commodore J. B. Marchand, commander T. C. Harris, Commander W. P. McCann, Mate M. K. Henderson; Commodore J. R. Goldsborough, inspector of ordnance; Commander A. Pendergast, assistant inspector of ordnance; S. M. Pook, naval constructor; T. D. Wilson, assistant naval constructor; A. Lawton, chief engineer; A. Adamson, first assistant engineer; S. W. Robinson and C. A. Uber, second assistant engineers; J. Fulton.

A. Uber, second assistant engineers; W. G. McEwan, third assistant engineer; J. Fallon, paymaster; Commander B. Glefardi, navigation officer; Lieutenant Commander G. M. Bache, equipment officer; Paymaster W. N. Watmongh, inspector of provisions; Surgeon J. McClelland, Passed Assistant Surgeon D. R. Rannon, R. Gioyen, Chaplain; E. Kenney, boatswain; W. Ferguson, George L. Albro and C. Dugan, gunners; H. M. Griffiths, carpenter.
Owing to the fact that this yard is wholly occupied by workshops and large collections of material, the surroundings of which cannot be kept in very neat order, it is impossible to keep the yard in the same neat and cleanly condition that is seen at naval posts used more as stations than as depots of construction and, repair. The store houses, grounds about the officers' quarters, the camp and barracks, and the marines themselves, are as neat, however, as an excellent state of discipline can make them.

The Iron-Clad Fleet at League Island-The lanta to be Sold.

Having given some description of the vessels now being refitted at the Philadelphia Navy Yard for duty in Cuban waters, it may be interesting to know omething of the great fleet of iron-clads stationed at League Island, in the Delaware river, about four

miles below the city of Philadelphia.

The prolonged and animated discussion in Congress over the purchase of this island for a naval station must still be fresh in the memory. Numelay in defeating the measure, to the diparagement of the place, nearly all of which, experience has shown, existed only in imagina-tion. League Island is about three and a half miles long and three-quarters of a mile in width. The only defect to be found in the station which seems to be of any consequence is that the island is very low, being at its highest point but slightly elevated above the level of the river. A large portion of the island, therefore, is swampy, and will need a great deal of work to make it thoroughly dry

A levee about four feet high at present protects the island from being submerged in its lowest parts during an unusual rise in the river. Little or nothsilence had almost taken possession of one of the largest construction yards in the navy. A small detachment of workmen was employed on the hull of the Omaha and in repairing the Brooklyn. With the incoming the commodious naval station it is expected, in the station resides in an antiquated mansion, situated near the centre of the island, while the other officers on duty are obliged to content themselves with narrow berths in the ward room of the old steam sloopst. Louis, which is anchored at the dock and roofed over to protect the occupants from the weather.

A few hundred yards from the dock is the spot where the steamer New Ironsides was burnt near the close of 1886. The government sold the wreck to an individual, who had an eye to a rich speculation in old iron, for \$50,000. By surrounding the wreck with water tight errors, connected by heavy chains, which were passed beneath the wreck, at low water, and by drawing on the chains, the old hull was gradually litted from her middy bed as the tide rose, and carried up the river. By short movements of this kind the wreck has been carried about three-quarters of a mile up stream, the object being to get her into shoal water. Thus far the purchaser has recovered about \$30,000 worth of iron.

Orders were received at the island yesterday to send the steamer Pushmataha, which has been lying up here, to the navy yard to be fitted up for sea. She is to have a light spar deck, some alterations are to be made in her keel and her machinery is to be overstation resides in an antiquated mansion, situated The vessels now undergoing repairs here that are destined for service with the North Atlantic squadron would make a formidable fleet, without including those under orders for that station that are being

here, to the navy yard to be fitted up for sea. She is to have a light spar deck, some alterations are to be made in her keel and her machinery is to be overhauled. She is to be ordered on duty as soon as finished, and it is thought that the duty will be with the West India squadron.

The other vessels on the eastern side of the island, in the main channel, are the following:—The Puritan, intended for a monitor, but which is at present in a half finished condition, without turrels or machinery of any kind. The Puritan is the longest of all the iron-clads, but no effort is being made to all the iron-clads, but no effort is being made to all the iron-clads, but no effort is being made to all the iron-clads, one of the vessels of the Wannshoog Chattanooga, one of the vessels of the Wannshoog class. These vessels were built with a view of securing the greatest rate of speed to be attained by steam vessels, and the matter of expense was not taken much into consideration in their construction. They were intended to make sudden dashes out to sea in chase of fast vessels used during the war for running the blockade; but they have been pronounced failures, principally because they are so taken with the other and war in the construction with the construction with the construction with the construction with the construction of the cons aniures, principally because they are so taken up with machinery, and consume so large a quantity of coal that it has been found impossible to carry in them more than five or six days' fuel. The Chattanooga is called by the officers a "box of machinery," in ridicule of the vast space taken up by her engines and boilers. It is believed that all this class of ressels will be condended as puedes and

appraise her, after which she will be sold.

The vessels stationed here which are most interesting to the visitor are the iron-clads lying in the back channel, on the western side of the island. There are monitors enough, lying in line, to siretch over haif a mile. They touch each other at the enos, and the men stationed on them as watchmen pass from one to another by means of narrow wooden bridges. In our tour of these iron-clads we walked for more than half a mile in a straight of the word of the straight of the walked for more than half a mile in a straight of the word of the straight of the stra

haif a mile. They fouch each other at the enox, and the men stationed on them as watchmen pass from one to another by means of narrow wooden bridges. In our tour of these iron-clads we watked for more than haif a mile in a straight line over the iron-plated decks of monitors. At the western end of the line is the Hornet, sidewheel steamer—a beautifully modelled vessel. She was built in England for running the blockade, and was noted for speed, steaming easily seventeen knot; an hour. When engaged in blockade running she bore the name Lady Striing. She was captured near Wilmington, N. C., by a lugboat, and was fitted up as a steam yacht for the use of President Lincein offers are now being made to the government by private parties for her purchase.

All the monitors irom this end of the line to near the middle are veterans which have seen the roughest kind of service, and are thickly covered with shot wounds. The Passace is literally battered from stem to stern, and yet not one of the many shots that struck her injured her so much as to disable her. The following monitors bave been in notion, have each one turret and are armed with two gans, one librach Daighren and one librach may gun;—Nan-nucket, Nahant, Catskill and Sangamon. The Nahant and Sangamon are in very good order, having recently been repaired; but the others show their age, hard service and exposure quite plainly. The iron plating on the decks, too, is rusting rapidly away. These vessels would need a good deal of work to get them ready for service. The Lenigh and the Passaic each carry one 15-inch gun and one 150-pounder, Parrott. They bear more brulese than any of the other vessels, and will need more labor to refit them.

The rest of the iron-clads are light draught vessels, known as the Steiner model. They proved to be total failures, inasmuch as when they had their fuel, men and guns aboard, their decks were under water. They have since been altered by rasing the deck in the feet of deck forward of the will be a becaused to the control of the pa

som; executive officer; Commander, E. W. Henry; house had to be lengthened about thirty feet for her accommodation. She is pierced for twenty-one guns, one a pivot guns.

The other ship house is occupied by the steam sloop Omaha, which is so far forward that she can be ready for launching in from three te four months. The Omaha is 250 feet long, 35 feet beam and 19 feet deep in the hold, and will carry nineteen guns, one long rified gun to be mounted on a pivot. She is modelied very similarly to the Antietam, and will doubtless prove to be a very fast vessel.

The only other vessel at this yard is the Potomac, need as a receiving iship, and commanded by Commodors Decamp. Her crew at present is not large, but as orders have recently been given for recruiting it is expected that in a rew weeks she will be filled to her greatest capacity.

The Ordnance Department at this yard is merely a storehouse for the Issue of supplies. No manufacturing of arms or ammunition is carried on, and the shops of the department are only used for making and repairing wooden gun carriages. The armory here is alone worth a visit to this post. A large quantity of small arms, cuttasses, pises and sabre beyonets is kept on hand. They are ranged in racks along the sides and in the centre of the room. The ceiting is covered with weapons of all description of the smaller kinds, symetrically arranged is circles, squares and other figures.

All the workshops are now in fall operation. The

to what they were before the attack on Fore

indications for the past day or two it is possible that this number may be soon increased. There has been considerable dissatisfaction of late on account of the working of the eight hour law, and as there is now a prospect of this dimentity being satisfactorily settled it is reasonable to anticipate that the ganga of workmen will be increased, and that the unseaworthy vessels will be increased, and that the unseaworthy vessels will be put in trim in accordance with instructions from the Navy Department.

The steamers Ticonderoga and Shenandoah, which arrived at the yard yesterday, went out of commission to-day, and the officers and crews were paid our and the crews discharged. The boilers of both are said to be defective, and there are other repairs which will require several months to complete, but the instructions of Secretary Borie are that they shall be pushed forward immediately and the steamers got ready for sea again as soon as possible. The Ticonderoga went into commission at the Philadelpina yard in November, 1865, and has been employed in European waters ever since. She left Lisbon on the 19th of March last, calling at Madeira and Bermuda, and arrived in Massachusetts bay on Monday, although she did not come up to the navy yard until last eventure. the did not come up to the navy yard until last eving. She carries nine guns, and is officered as

lows:—
Captain—R. H. Wyman.
Lieutenant Commander and Executive Officer—A.
P. Cooke.
Lieutenant Commander and Navigating Officer—
Alfred T. Suell.

Aifred T. Snell.

Paymaster—Arthur J. Pritchard.

Suryeon—Charles Martin.

Engineers—Chief Engineer George F. Kuntz;

Passed Assistant Engineer, F. G. McKean; Second
Assistant Engineer, W. A. Windsor; Acting Third
Assistant Engineers, W. B. Balley, W. H. Piatt and
John B. Burchmore.

John B. Burchmore.

Lieutenant Commanders—George H. Wadleigh,
Henry Whiting and A. R. McNair.

Assistant Surgeon—F. W. Wunderlich.
Second Lieutenant of Marines—M. C. Goodsell.

Ensigns—W. W. Glipatrick, Hugh W. McKee, W.
S. McGunnagic, Eugene H. C. Leatze and Henry C.
Hunter.

S. McGunnagle, Eugene H. C. Leatze and Henry C. Hunter.

Boatswain—Robert McDonald.

Captain's Clerk—Edward R. Seager.

Prupmaster's Clerk—I. W. Dailey.

The Shenandoah sailed from Hong Kong, China,

November 10, via Ratavia December S. Cape Town

February 7, and St. Helena February 25. Her offi
cers are as follows:—

Captain—H. Febiger.

Lieutentail Commanders—Chester Hatfield, Smith

W. Nichols, S. A. McCarty, C. S. Cotton, R. S. Chen,

C. G. Sigsbee and T. S. B. Glidden.

Masters—C. M. Thomas, E. Longmecher and M. B.

Buford.

W. Nichols, S. A. McCarty, C. S. Colton, R. S. Chen, C. G. Sigebee and T. S. B. Glidden.

Masters—C. M. Thomas, E. Longmecher and M. B. Buford.

Engineers—Chief Engineer, R. M. Bartieman;
First Assistant Engineer, E. Turner; Second Assistant Engineers, H. Snyder and J. W. Patterson;
Acting Third Assistant Engineers, John S. Kingsley,
C. B. Nichols and W. H. Fouchton.

Surgeon—A. C. Rhodes.

Acting Assistant Paymaster—C. M. Guild.
First Lieutenant of Marines—R. L. Meade.

Mates—M. H. Cleaves, G. W. Pratt, F. W. Cotton,
W. Cooper, E. E. Bradbury, James Oliver, H. H.
Johnston.

Captain's Clerk—B. Johnson.

Paymaster's Clerk—Jacob Harden.

The guiboat Seminole, which has been fitted out here during the past few weeks. polled away from the yard this morning, and will sail for Hampton Roads this evening. She carries 111 men, besides a marine guard of about a dozen, and is officered as follows:—

Commander—Elias K. Diven.

Lieutenant—Edward S. Keyser.

Masters—William H. Brice, Engene W. Watson,

Licutenant—Edward S. Keyser.

Masters—William H. Brice, Eugene W. Watse
Edward F. Strong, George M. Book (promoted

Martine typicer—Incurrent E. R. Robinson.
Surgeon—John J. Gibson.
Assistant Surgeon—W. S. Willes.
Paymaster—Jerry Linsley, Jr.
Engineers.—Chief Engineer, Philip Inch; Assistant Engineers. Joseph Triliey, W. C. Monroe (deserted before sailing), J. A. B. Smith and Charles H.
Manning.

Acting Boatswain—John Hale.
The receiving ship Ohio, which has for years been identified with this yard, is manned by a crew of about a fozen pieces. She has only forty-four redout a dozen pieces. She has only forty-four redout the state of the state of

about a dozen pieces. She has only forty-four re-cruits on board at the present time; but masmach as orders to recruit were received to-day its likely, the number will be rapidly increased. First class sailors are wanted, and no naval apprentices will be received, although a few boys may be received for general service. The following are the officers of

Teneral state of the Chief of the Chief of the Chief of the Commander — Andrew Bryson.

Executive Officer and Lieutenant Commander Weld N. Allen.

One of the Commander — James D. Grabam Weld N. Allen.
Lieutenant Commanders—James D. Graham and
Lewis Clark.
Lieutenant—Thomas F. Wade,
Ensign—C. B. Gill.
Surgeon—John S. Kitchen.
Lieutenant—Thomas E. Smith.
The Pompanosuse is still on her stocks, and the
indications are that she will remain there for some
time.

The old line-of-battle ship Virginia has been on the stocks at the yard for thirty years, and the prospects are that she will remain there thirty years longer. The Alaska is being fitted for sea, and the Nantasket will come up from the Portsmouth yard in a few days to be prepared for service, and the Algona will go down to Portsmouth for the same purpose. The old Niagara is lying quietly at the yard, and also the Kewaydian, the Amonoosuc, the Wyoming and the Wabash, the two latter laid up in ordinary. The old ship Supply is still used as the storeship of the station.

Commodore John Rodgers is the Commandant of the yard, Captain Foxhall A. Parker the executive officer, John Madigan and Edwin E. Potter the commander and heutenant commander, H. C. Keene the acting volunteer lieutenant, F. W. Morris the master and Commander W. K. Mayo the navigation officer. Captain D. McN. Fairfax is at the head of the ordinance department, Samuel W. Pook is the constructor, Elbridge Lawton the chief eugener, Captain J. C. Williamson the equipment officer, George L. Davis the paymaster, J. B. Rittenhouse the Maspector of provisions and clothing, William Johnson the surgeon, and the commander of the marine barracks is Colonel C. G. McCawley.

## GENERAL NOTES.

The falls at St. Anthony, Minn., are rapidly washing away.
In the California State Treasury there is \$1,400,006 lying idle. The Cashmere goat is being extensively introduced in Utah.

The sugar season in the West has been a very pro-

The bridge across the Mississippi at St. Louis is to be at once begun.

New Jersey has some eighteen establishments engaged in the production of slik goods.

The Railroad Subscription law in Davenport, lows, has been declared unconstitutional.

It is reported that excellent nutmegs are found in the Sierra Nevada Mountains in California.

The grain movement in New Orleans is meeting with great success in the matter of subscriptions.

General Thomas S. Haymond, of Richmond, Va., if dead. He was formerly a prominent politician of the Old Dominion.

Old Dominion.

Arkansas negroes, it is said, deserve praise for the way they are working and the interest that a great many of them manifest in trying to obtain an honor-

way they are working and the interest that a great many of them manifest in trying to obtain an honorable living.

In Nevada there is a Ruby Valley, so colled on account of the immense number of rubies found in the sands of the mountain streams flowing through it. These gems, though very beautiful and perfect, are too small to be merchantable, the largest being only the size of a pin head.

At the present time not one acre out of 500 acres of the couton inde of Texas is under cultivation, and there is one-third more cotton painted than ever before. Cattle are so acoundant that they are slaughtered by droves merely for their hides, which are sent to San Antonio, while their carcases retmain on the pararie.

The fact that there are no Hebrew, as there are no Quaker beggars, is owing to the peculiar and systematic arrangements made by those Sects for taking care of their poer. Each Jewish synagogue has a committee of the most respectable members, whose business it is to become acquainted with the condition of every lisbrew in their district, and, if necessary, to afford assistance.

sary, to afford assistance.

Howicore in Haverhill, Mass.—The Lawrence American states that on Monday evening two persons entered the liquor saloon of N. H. Banfield, in Haverhill, both of whom were under the induced of hiquor, and demanded drink, but were recused by Mr. Banfield, and sent away. They afterwards returned, and, being refused admittance, one of them endeavoring to force his way in was forcibly ejected, and in the melce Mr. Banfield struck him, knockinghim against his companion, who was so intoxicated as not to be able to withstand the shock, and he fell, striking his head against some projecting object, inflicting a fatal wound, from the effects of waich he died Tuesday evening. Mr. Banfield has been afrested,